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ESTABLISHED 1867.

HONGKONG, SATURDAY, SEPTEMBER 10TH, 1891.

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月十一日

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Prices moderate. Work Promptly Done.  
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For Heartburn and Headache.  
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The best Mild Aperient for Diarrhoea, Constipation, and Indigestion. For all Complaints and for regular use in Warm Climates. Sold throughout the World.  
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## AERATED WATERS.

GINGERADE  
GINGERALE  
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PHOSPHORIC CHAMPAGNE  
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In the manufacture of these Waters the purest ingredients only are used, and the utmost care and cleanliness exercised throughout. The Water is subjected to a perfect system of filtration, daily examinations, and periodically to searching chemical analyses; so that absolute purity and safety are guaranteed.

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Waters are packed and placed on board at Hongkong Priests and the full amount allowed for Packages and Empties when received in good order.

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FRUIT COCKTAILS.—Raspberry, Strawberry, Lime, Daimon, Black Currant, Red Currant, Pine Apple, Orleans Pine, Morella Cherry and Gooseberry.

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Prepared from genuine Fruit Juices imported by ourselves, they contain the full flavor of the said ripe fruits; mixed with plain or Aerated Water, they make delightful Summer Drinks.

AGENTS FOR  
MONTBERAT LIME JUICE  
AND CORDIAL.

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POETS.  
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GIN.  
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A large selection of choice Old Brandy.

Full particulars and prices on application.

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CIGARS AND CIGARETTES.

A complete stock of all the best and most popular Brands.

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A Medicinal Wine agreeable to the taste containing the valuable properties of Cinchona Bark combined with a choice Brand of Red Wine.

Its powerful anti-tubercular qualities tend to ward off attacks of material fever, and to all convulsions, it acts as a quick restorative and appetizer.

A. S. WATSON & CO., LTD.  
THE HONGKONG DISPENSARY.  
Hongkong, 22nd July, 1892. 117

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Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No correspondence or personal communications that have appeared in other papers first will be inserted.

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The Daily Press.

HONGKONG, SEPTEMBER 10TH, 1892.

The report of the British Consul on the trade of that port for 1891 came to hand by last mail, and although the Customs report has already appeared, and the statistics are therefore known, Mr. FULFORD's remarks on the conditions and prospects of trade at this terminus of the foreign trade on the Yangtze are specially interesting as it is the first year it has ranked as a treaty port. The total amount of foreign trade in 1891 was less than 1890, but, as the Consul points out, it would be premature to draw comparisons as the change of systems necessarily involved some disturbance of the course of business. The carrying trade so far has been monopolized by chartered junks, mostly of very small burden, foreign merchants not caring at first, presumably, to build or purchase native craft for the purpose. The plan found most convenient, Mr. Fulford says, is to pay freight to the junk-owner per package. This is also the custom in the native trade, and is thought to be the most satisfactory. Were the shippers of cargo the owners of the junks they would find it difficult to check malpractices and carelessness on the part of their captains and crews. For valuable cargoes the smaller boats are preferred, as they are much less liable to accidents in the rapids. Barks are divided as much as possible, and large consignments in one boat are rare. The Consul goes on to say—"As there is some prospect of a company being

started to insure the exports of foreign chartered junks, the nature of the risk may be to some extent indicated by a review of the accidents which occurred during the half-year of traffic in 1891.

Of 300 upward-bound foreign chartered junks 5 were wrecked, and of 307 downward-bound junks 8 were wrecked. None of the cargo of these wrecked junks was actually lost. It was dried and forwarded to its destination. It thus appears that to boats carefully selected, of medium size, and well manned, the risk is not so great as has been generally imagined.

Exceptional seasons, however, occur when sudden freshets do enormous damage and raise the average of loss considerably. The Yangtze is not an accommodating river. The season when traffic is easiest between Ichang and Chungking, during the winter, when the water is low and the current slack; but the reverse is the case between Ichang and Hankow, the summer being more favourable for navigation because there is then greater depth of water in the shallows. The steamship companies engaged in the trade have been making efforts to provide for this condition of things, and the Indo-China S. N. Co. recently placed a light draft boat on this route built for the purpose. The China Merchants' Co. run the little Kuang-kiang, which was originally designed by the Upper Yangtze Steam Navigation Company to force a way up the rapids to Chungking. In the event of the steamer accommodation not being equal to the necessities of the trade Mr. Fulford thinks that large storage godowns would be advisable at Ichang. Possibly both facilities will be provided.

With regard to the import trade, there was a large falling off as compared with that of the previous year, but Mr. Fulford explains this by stating that 1890 was an exceptionally prosperous one in Szechuan. The crops were good, exchange was favourable, and there was a general desire to lay in stocks on the part of the Chungking merchants. Then there was the change in the system, which the conservative Chinaman did not like or trust very much. In spite of this, however, the imports of 1891 were larger than in any preceding year save 1890. The principal falling off was in grey shirtings and cotton yarn. The decrease in the import of cotton piece goods is of course, says Mr. Fulford, the result of the preference of the Chinese for cotton yarn, and has been increasingly evident since 1889, in which year the cotton yarn trade commenced in great extension. The quality most valued in the yarn is its evenness of size and surface. The Indian yarn is preferred to the English as being coarser and therefore better adapted to the manufacture of cloth more like the native article. The decrease in the import of yarn in 1891 was attributed by the Chungking merchants to overstocking, but a rise in the tax levied on it also had some effect in checking sales.

It seems that the cotton yarn competes directly with the raw cotton of the Lower Yangtze, both being used by the Szechuanese in weaving, and that as the arrival of Mr. O'Connor a change for the better will be inaugurated and the Chinese provincial officials compelled to observe both the letter and the spirit of the treaties. The latter conveys the goods to up-country towns, where he sells to the wholesale dealers, who sell to the actual retailers. The second in this series, the travelling merchant, is generally allured five months' credit. It he pays for his goods before the expiration of that time, he obtains a discount of 1% per cent, or month, which makes a handsome rate of interest for the year. It is clear from these remarks that the writer sees little prospect of any great development of foreign trade except through the transit pass system. In this provision the foreign merchant has a most valuable concession enabling him to send goods into remote districts from the various treaty ports, and Chungking is a very important centre, from whence access can be obtained to any part of the largest and wealthiest province of China. Seeing the value of this privilege the Foreign Ministers should take special care to jealousy guard it for their nationals against the continued attempts of the provincial officials to nullify it by imposing illegal exactions and placing obstacles along the way in the way of it being utilized. The Kwangtung officials succeeded by unscrupulous methods in reducing the transit pass clause of the Treaty to a dead letter for many years, and even now it also had some effect in checking sales.

The cholera has disappeared from Great Britain.

A telegram in the Sydney Star, dated London, August 14, says—"A Bill providing for the exclusion of Chinese from Brazil has passed, pending the National Congress of that Republic."

The general conditions of trade at Chungking have so far, Mr. Fulford observes, remained unaffected by the opening of the port. That is to say, the distributing trade continues entirely in the hands of native merchants. The carrying trade is in the hands of the three great steamer companies, whose agents charter junks to carry cargo from Chungking to Ichang, where it is transferred to their respective steamers. With regard to the future of the trade, Mr. Fulford writes:—

"Without steamers, insurance, or a foreign bank, the prevailing order is not likely to be much disturbed. It is doubtful if, under present conditions, foreign merchants could successfully compete with the long-established and well-organized native trading firms now in possession of the foreign import trade, but they could do much towards the extension of the trade by pressing on the more widely-reaching use of transit passes. Hitherto Chungking has been the terminus of the system. It should now be pushed on, as required to counteract heavy leikin, to the ends of the province and into adjoining ones. The efforts to do so have so far met with decided failure as before described. The narrow area to which Chungking native merchants confine their operations must add largely to the prices paid by the ultimate buyers of foreign goods. The middlemen are unnecessarily numerous. The wholesale Chungking merchant buys his supplies in Shanghai. He sells again to a wholesale merchant who has an establishment in Chungking. The latter conveys the goods to up-country towns, where he sells to the wholesale dealers, who sell to the actual retailers. The second in this series, the travelling merchant, is generally allured five months' credit. It he pays for his goods before the expiration of that time, he obtains a discount of 1% per cent, or month, which makes a handsome rate of interest for the year.

The E. & A. Steamship Company, which arrived here yesterday afternoon, reports that after passing Cabo Island the wind gradually increased until a gale with hard rain set in, blowing the ship about 100 miles from the coast.

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The Band of the 1st Shropshire Light Infantry will play the following programme at the Mount Austin Hotel to-night (Saturday), commencing at 8 o'clock:—

Governor ... "The Bohemia Girl" ..... Buffs, Selection "The Yeomen of the Guard" Sir A. Sullivan, Selection "The Devil's Disciple" Sir G. Michael, Robbie Burns ..... Elliot Vale ..... "Bravas" ..... G. Geoffrey Larson ..... "Gondoliers" ..... Basson, Williams Poole ..... "Go Ahead" ..... Doyle.

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The following is the result of the running for the St. Legor:—

Baron de Rothschild's La Fleche ... 1 Lord Bradford's Sir Hugo ... 2 Baron de Rothschild's Watercess ... 3 THE CHOLERA EPIDEMIC.

Cholera has disappeared from Great Britain.

[FROM SINGAPORE PAPERS.]

LONDON, 25th August.

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[REUTER'S TELEGRAMS.]

[SUPPLIED TO THE "DAILY PRESS."] LONDON, 26th September.

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the Dutch fir. The which process seems sufficiently highlanded even for those concerned in the muddle in Achern, but it appears a very different complexion in view of the fact that the Sultan has issued an edict of pardon to the Dutch in time past. Some 43 years ago, so the story goes, the Rector of Balding was murdered and his head sent down the river, and at that time the Rajah of Lumkok came to the aid of the Dutch who, men and all, thereby putting them into a position of strength, whence they began the trouble, and which if Dutch feelings mean anything more than Dutch politeness, they have not forgotten, appears to be one which they have no pleasure in remembrance.

## NETHERLANDS INDIA.

The first medal, a gold one, has been struck in Surat for the exhibition there. The medals will be issued at once.

The military session's supper is expected to be finished at the beginning of next month in East Java. The trip is not quite as good as was expected.

New four guinea pieces are expected to be in circulation before long, stamped with the name of the young Queen of Holland. It is said they may be more than fifty years old.

M. Wortman, who was bitten some months ago by a mad dog in Sumatra, went to Saigon to undergo the Pasteur treatment. In the Institute, and returned to Java thinking he had been cured. A few days ago, he was obliged to remove to the military hospital at Samarang where he died afterwards suffering from the consequences of the bite.

On the 11th August, at Lelut in Sumatra a tourist was in the jungle looking for robins when he was attacked by an elephant, but he escaped with a cut on the hand and chest. When this became known in the vicinity of Samarang, it caused much alarm. They were searching for the animal from east to west until four p.m., when a well-known native archer named Moengsing brought him down with a well aimed shot. This sportsman has thirty-eight elephants and sixteen tigers as a record of kill. —*Free Press*.

## THE AUSTRALIAN MAIL.

The E. & A. steamer *Macrair*, with 1,000 Australian mails, arrived here yesterday afternoon. The appended telegrams are taken from our Australian files:

## THE SILVER QUESTION.

LONDON, 11th August. The position of the silver market is exercising a depressing influence upon Indian banking generally.

There is a growing belief that Australia will be compelled to adopt the coinage of silver, and some authoritatively in the City believe that the financial world is within a hair's breadth of a silver panic. Some of the Indian banks of London are consulting with merchants and others to have this danger now averted.

## THE TRADES UNTO CONGRESS.

LONDON, 15th August. The programme of the Trade Union Congress, to be held on 5th September, includes a proposal to hold an international conference at the eighth hour, a plenary to be optional or trade compulsory by statutory legislation. The question as to the advisability of introducing the decimal system will also be discussed at the Congress.

## ACCIDENT TO H.M.S. "WASP."

LONDON, 15th August. H.M.S. *Wasp*, a first-line armoured cruiser of 14 guns, 3,800 tons burthen, and 10,000-horse power, the flagship of the Pacific squadron, in entering the harbour of Esquimalt, Vancouver Island, got alongside and sprung a leak.

LONDON, 15th August. The damage to H.M.S. *Wasp* is of a serious nature. She has been ordered into dock.

## THE BRITISH NAVY MANGANESE.

LONDON, 14th August. A division of the fleet taking part in the naval manoeuvres continues in Iohi, where a division of the fleet, representing the Royal Navy, has been engaged in an attack on King George's Sound, seven miles from Port Denison. The commanders of the post and castle of the shore.

LONDON, 12th August. It is feared that Mr. Hodister, the director of the Katanga Company, has been either killed or captured.

## RAID BY A MAD WOMAN.

LONDON, 13th August. An extraordinary incident is reported from Russia, the consequences of which are likely to prove very serious. A mad woman, who had been captured by the natives, was attacking the British naval stations in the Upper Loamans. The stations of the Anti-Slavery Society, on the coast of Nyanga, in the Congo Free State, have been ravaged.

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LONDON, 12th August. During the British naval manoeuvres the new second-class cruisers, *Apollo* and *Nimrod*, ashore at Herne Bay, in a fog, they were both reflected. The ship *Apollo* struck a torpedo boat, and knocked a hole in the craft with her propeller. Two men were injured. An explosion took place aboard another of the torpedo boats, whereby three men sustained injury.

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LONDON, 12th August. Another dangerous Russian plot has been discovered in the nick of time, with regard to the assassination of Prince Paul. It is stated that facts have come to light showing beyond doubt that Russian officials (presumably acting for a higher authority) are the prime movers in the affair.

## CHINESE ANNEXATION IN THE INDIAN OCEAN.

LONDON, 12th August. France has annexed a portion of the Chinese coast, extending from the mouth of the Ganges to the mouth of the Indus, and up to the north of Madras, and also the entrance to the Mekong River Channel. The French have also taken possession of Amoy and St. Paul Islands in the Indian Ocean, and bring about midway between the Cape of Good Hope and Australia.

## STRIKES IN THE UNITED STATES.

LONDON, 12th August. The Pittsburg ironmasters have settled the dispute which arose with their men in June last. Thirty thousand men who were on strike will now resume work.

The settlement of this dispute has been in no way affected by the strike at Carnegie & Co.'s Homestead Mills, where the numbers are still on strike.

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